

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5136

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FRIDAY, APRIL 27, 1906.

五拜禮

號七廿月四英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000
Reserve Fund \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$10,000,000
REVENUE LIABILITIES \$10,000,000

COURT OF DIRECTORS:
A. H. H. Esq., Chairman.
Hon. Mr. C. W. Dickson, Deputy Chairman.
K. G. Esq., Hon. Mr. R. Shawan.
C. R. Esq., Hon. Mr. A. Siebs.
G. H. Esq., Hon. Mr. W. Slade.
D. M. Esq., Hon. Mr. E. Tomkins.
A. J. Esq., Hon. Mr. J. M. Smith.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
SHANGHAI—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
LONDON—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent per annum.
For 6 months, 4 1/2 per cent per annum.
For 12 months, 5 per cent per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 4th April, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
Interest on deposits is allowed at 3 1/2 per cent per annum.
Depositors may transfer at their option a sum of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP \$1,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. M. H. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Acting Manager.
Hongkong, 14th March, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

Paid-up Capital Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cherbon, Tegay, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradjai (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 per cent on daily balances.
Fixed Deposits 12 months 4 1/2 per cent.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP Yen 18,000,000
CAPITAL UNPAID-UP Yen 6,000,000
RESERVE FUND Yen 10,000,000
SPECIAL RESERVE FUND Yen 1,000,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, HONOLULU.
NAGASAKI, SHANGHAI.
LYONS, NEWCHWANG.
SAN FRANCISCO, MUKDEN.
HONKAY, PORT ARTHUR.
TIENSIN, CHEFOO.
PEKING, DALNY.
Kobe, TIE-LING.
NEW YORK, USAKA.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.
Hongkong, 27th March, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITIES OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per cent.

T. P. COCHRANE,
Manager.
Hongkong, 18th May, 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED \$10,000,000
CAPITAL PAID UP \$2,500,000
RESERVE FUND \$2,500,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent per annum.
For 6 months 4 per cent per annum.
For 3 months 3 1/2 per cent per annum.

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 12th July, 1905.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VAUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1905.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	PAWLANA	About 29th April	Freight and Passage.
SHANGHAI and KOBE	TIENSIN	About 30th April	Freight only.
SHANGHAI	DONGOLA	About 3rd May	Freight and Passage.
LONDON, &c.	DEVANHA	5th May, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	MANILA	About 9th May	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th April, 1906.

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTERS.

New Summer Goods Just Received:

STRAW HATS, PANAMA HATS.
ELWOOD'S CELEBRATED SUN HATS.
REGULATION WOLSELEY HELMETS.
INDIAN PITH HELMETS.
In all the Newest Shapes.

AERTEX TENNIS SHIRTS,
TENNIS RACKETS, BALLS, NETS,
POSTS AND MARKERS.

LANE, CRAWFORD & CO.

Hongkong, 9th April, 1906.

GUINNESS'S EXTRA QUALITY

STOUT

"HORSE HEAD" BRAND

Quarts, Pints, and Splits.

CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 4th April, 1906.

"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Always ready for immediate use. Requires only one hand to hold. Weighs only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

For Sale.

FOR SALE OR TO LET.

AT THE PEAK.

AN ELEVEN-ROOMED HOUSE, with DRESSING, DRYING and BATHROOMS; distant thirteen minutes by chair from the Tram; fitted with superior baths and with Hot and Cold Water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.
For particulars and terms, apply to
SHEWAN, TOMES & Co.
Hongkong, 9th April, 1906.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.
In Bags of 250 lbs. net \$2.80 per Bag ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1905.

Intimations.

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS

and PROVISIONS of which they have

always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

Hongkong, 30th September, 1905.

WANTED by a First-class Mercantile House doing a large Import and Export business in Hongkong, China and Japan, a COMPRADORE who must be of good social and commercial standing and able to influence business, and to offer substantial security. Special inducements will be offered to a first rate man who can fulfil the above.

Apply to—

JOHNSON, STOKES & MASTER,

8, Des Vaux Road Central.

Hongkong, 24th March, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1905.

DOCTOR WANTED.

TO ACT AS SURGEON on an Emigrant Steamer.

For Particulars, apply to—

BUTTERFIELD & SWIRE.

Hongkong, 21st April, 1906.

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SANITARY BOARD OFFICE.

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION of the CITY OF VICTORIA and the WESTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of March and April.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cables Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kau-lung is divided into the Eastern and the Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Vau-ma-ti service reservoir to the northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.

Dated this 2nd day of April, 1906.

[490]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.

Hongkong, 15th March, 1906.

VICTORIA HOTEL.

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

CONNAUGHT HOTEL.

HONGKONG.

FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS.

PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator.

Hot and Cold Water Baths and Shower Baths.

Launch Service for Guests.

Hongkong, 16th June, 1905.

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Shipping-Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
"POWAN,"2,338 "....." W. A. Valentine.
"FATSHAN,"2,350 "....." R. D. Thomas.
"HANKOW,"3,073 "....." C. V. Lloyd.
"KINSHAN,"1,995 "....." J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 5 P.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,191 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

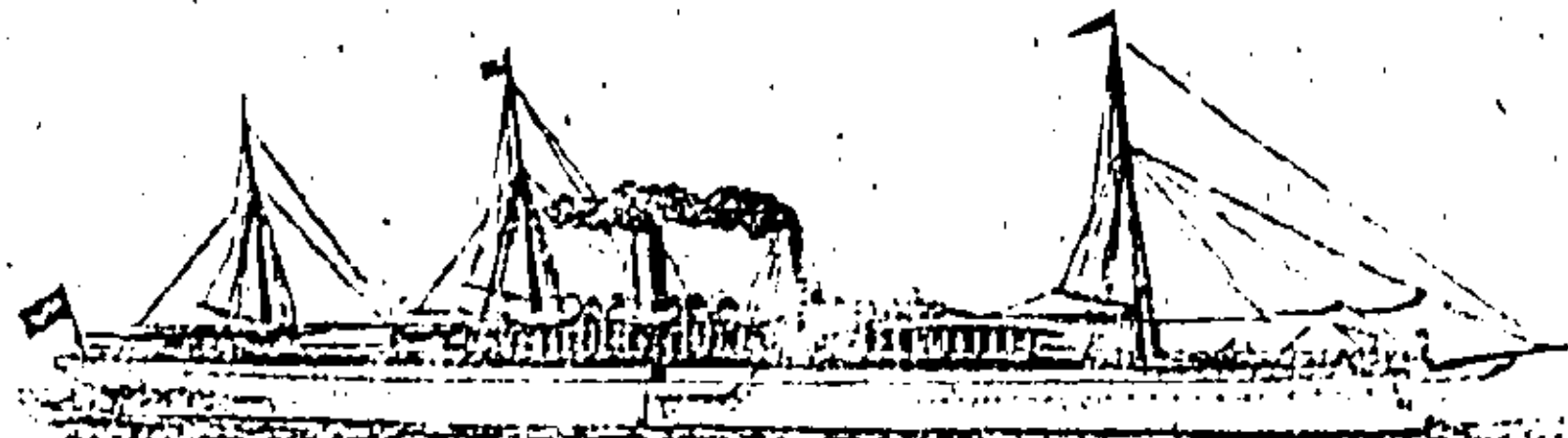
S.S. "SAINAM,"588 tons.....Captain J. Willox.
"NANNING,"559 "....." C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial,
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"MONTEAGLE".....5,500	WEDNESDAY, May 2.....May 26
"EMPRESS OF JAPAN".....6,000	WEDNESDAY, May 9.....May 30
"TARTAR".....4,425	WEDNESDAY, May 23.....June 16
"EMPRESS OF CHINA".....6,000	WEDNESDAY, May 30.....June 20
"EMPRESS OF INDIA".....6,000	WEDNESDAY, June 6.....July 11
"ATHENIAN".....2,440	WEDNESDAY, June 27.....July 21

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
Hongkong to London, 1st Class.....\$100.00. 2nd Class.....\$60.00. 3rd Class.....\$40.00.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....\$40.00.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May } Freight.
JSTRIA.....	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th May } Freight.
G. FERD. LAEISZ.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th May } Freight.
SITHONNIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th May } Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June } Freight.
AOILIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June } Freight.
VANDALIA.....	NEW YORK. (Calling at SINGAPORE and PENANG).	10th May } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
King's Buildings.

Hongkong, 26th April, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
GNEISENAU.....	WEDNESDAY, 18th July.
BAVERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.

ON WEDNESDAY, the 9th day of May, 1906, at Noon, the Steamship SACHSEN, Capt. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 7th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 8th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES AS ARE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 1st May.
WILLEHAD.....	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	\$28.—	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE.....	\$30.—	\$20.—	\$14.—	Return \$54.—	\$35.—
TO SYDNEY.....	\$33.—	\$23.—	\$15.—	Return \$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.—	Return \$61.5	\$44.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT
YOKOHAMA & KOBE.....WILLEHAD.....WEDNESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....ROON.....WEDNESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PREUSSEN.....WEDNESDAY, 23rd May.
* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. or S. S. Co. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$61. 0. 0.
TO BREMEN.....	53. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 26th April, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates) and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

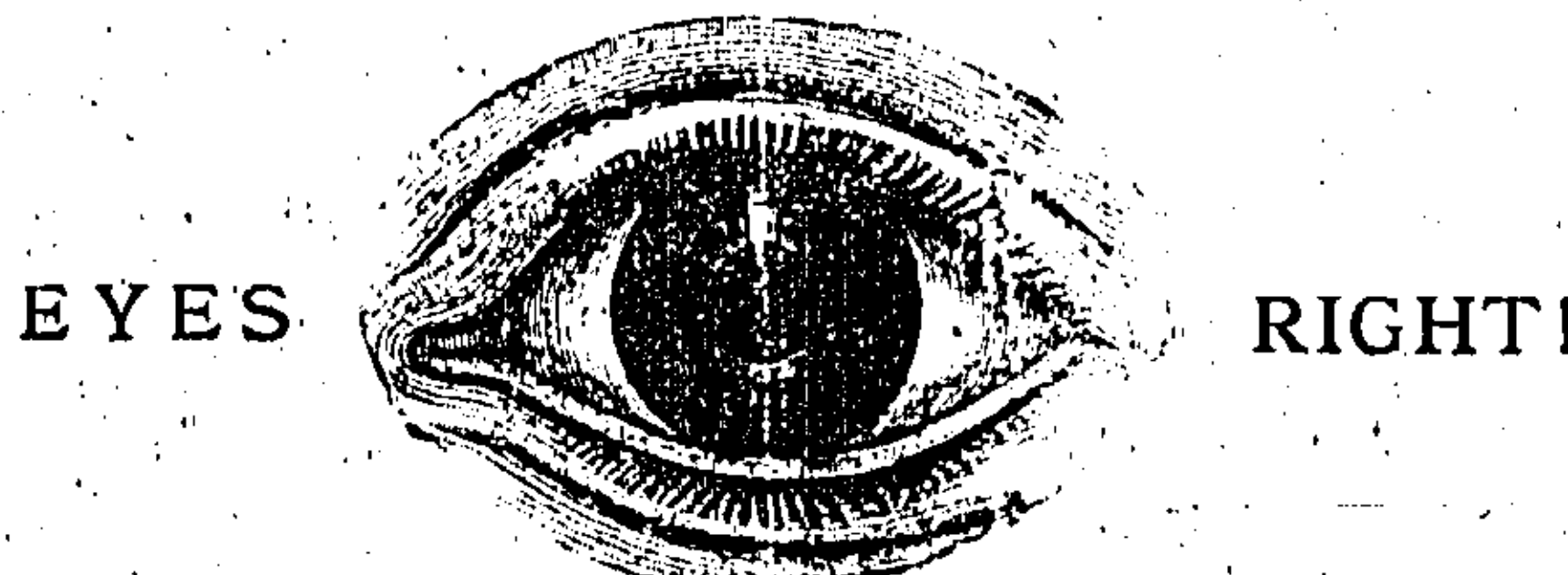
Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins,
Yokohama, May 23rd, 1905

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
Hongkong, 27th November, 1905

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAI HING."
SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
The steamers sail from HONGKONG to SHANGHAI, SHUHHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
These steamers have excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
FIJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
FIJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
FIJIMAHU	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
FIJILIWONG	JAPAN	Second half May	JAVA PORTS	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 16th April, 1906.

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KWONG SANG & Co.,
No. 75, WELLINGTON STREET.

FOR SALE.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906.

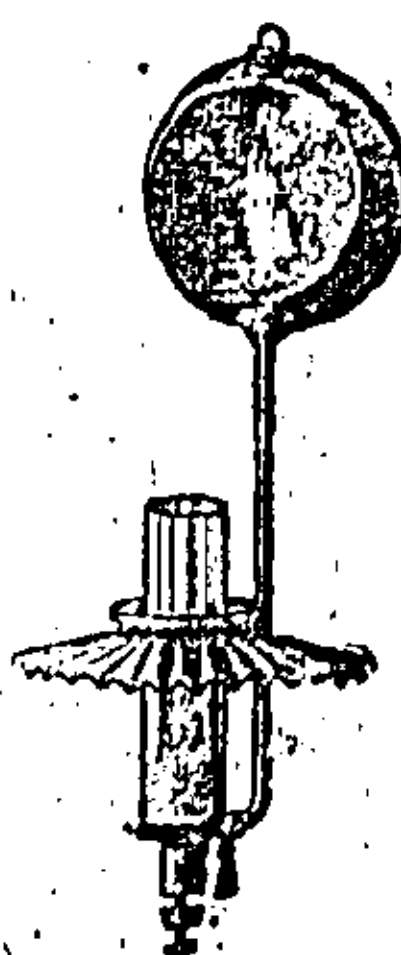
THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1905



WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED)

A POWERFUL
DISINFECTANT,
GERMICIDE,
DEODORISER

CHEAP

HARMLESS
EFFECTIVE

A. S. WATSON & CO.,
LIMITED.

ALEXANDRIA BUILDINGS,

Hongkong, 3rd March, 1906.

GREGOR & CO.,

WINE AND SPIRIT

MERCHANTS,

19, Queen's Road Central.

From to-day until the
30th we are giving 15
per cent. all Cash Sales,
in order that all may
judge the quality of our
wines.

Above does not in-
clude Beer, Stout, Cigar
and Cigarettes.

BASS'S BEER

(LONDON BOTTLED).

Per Qts. \$4.00 per Dozen.

"Pts. \$2.40"

Hongkong, 24th April, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

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Single Copies: Daily, ten cents; Weekly, twenty cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 27, 1906.

THE COST OF LIVING.

A wave of indignation appears to be passing over the Far East at the extortionate prices which are charged for household necessities, which, together with the increased rentals charged by landlords, and the comparative inadequacy of the present-day salaries to meet ordinary every-day requirements, are making life a burden, and a perpetual fight to keep the wolf from the door. People are compelled to struggle and contrive so that both ends may meet; the heads of families have their minds racked with schemes to eke out a scanty purse and satisfy hungry stomachs; and even when they have pinched and skimped themselves to provide for the household necessities, to pay school fees, keep their sons decently shod and their daughters in ribbons, they find it difficult to balance accounts. The landlord, who continues to increase his rents, and takes very good care that the tenant pays the rates, has his hand, the market-sellers have another; and the only one who labours and gets nothing is the working individual, the creature of the community. Yesterday we published an extract from an editorial on this very subject which appeared in the *Kobe Herald*. Our contemporary remarked that nothing struck the resident on returning from a sojourn abroad more than the alteration in the cost of living in Japan. But in Hongkong people have watched with ever-growing amazement this process of increasing the prices all round, and their very helplessness has rendered them more than ever indignant. The dollar went down—up went the prices; the dollar went up—the prices are still going up. There is no correlation between the use of the dollar and the price of commodities, particularly of food stuffs. But there is an intimate relation between the fall of the dollar and the rise in the cost of household necessities. It is true that a price list is periodically published purporting to give the cost of goods exposed for sale in the Central Market. Whether it is that the dealers or stallholders wish to stand well with the Inspector and quote low prices, or that the customer arrives too late in the day, or that the market varies from minute to minute, the fact that the quotations are always tending to jump upwards, no one can deny. Mr. Shelton Hooper seemed, the other day, on the verge of elucidating the mystery, but he allowed the point to pass, and unless some new phase of the question crops up at a later date it is to be feared that the matter will be allowed to slide. But remembering that these price-lists are practically official, it is interesting to give them a casual glance. In Hongkong, which should find a superabundance of vegetables at its very door, the prices quoted for the commonest vegetables compare unfavourably with current prices in the United Kingdom. It is the same with beef and mutton; while pork, which charms the heart of the coolie, is dearer than the meat bought by the foreign element of the population. Our *Kobe* contemporary is not very sanguine that any steps can be taken to remedy this state of affairs. We have seen how the boycott has struck at the American trade with China, and it is quite possible that if the community made a stand against rapacious dealers they also would be effectively taboed by the wholesale merchants. We can only trust that with the opening of the new railway lines between Canton, Kowloon and Hankow, on to Peking, a new era of cheap food stuffs will open for the harassed householder in Hongkong.

Dr. Ishigami, President of the Ishigami Bacteria Institute in Osaka, claims to have discovered a new serum for the cure of consumption. It is reported that the doctor has devoted the past eight years to the study of bacteriology and made consumption his speciality. As a result of his studies, he has succeeded in discovering a serum which has proved effective. It is said the trial of the serum treatment on 174 patients resulted in the cure of 79, while 80 others were materially improved, death resulting in only 15 cases.

HONGKONG MONEYLENDERS.

Now and again an echo of the misery which is entailed on the native workman who, through misfortune or hard luck, is compelled to have resort to the moneylenders. Most of these moneylenders are sharks, for whom no sympathy ought to be shown; but, unfortunately, they have the law on their side and can afford to be merciless. The workman, on the other hand, earning but a meagre wage, and trying to keep his head above water, is helpless once in their toils, and it is difficult to say what one will not do when all hope is gone and the cordon of debt is drawn still closer around the unhappy man. In the case which has been brought to our notice, a Chinese workman—one who would be termed a skilled workman in the United Kingdom—was the victim of a foolish transaction with an Indian moneylender. Most of these Indians have a penchant for the business of usury, as a good many Chinese know to their cost. In this instance, the Chinaman borrowed a paltry \$10 and signed an I.O.U. for \$30. A man who is hard up will do practically anything to tide over his troubles, but the Indian certainly drove a hard bargain with his client. The debt was to be paid off at the rate of \$1.50 a month—the whole transaction seems to have been a wonderfully complicated affair, but that appears to have been the arrangement. Well, the Chinaman doubtless believed that out of the \$20 or \$25 which he earns every month he could afford \$1.50. But his neck was in the noose now. He paid up, honestly, likely a man, for two or three months—to be precise, he paid \$5, or \$1 less than the amount he had borrowed. Then trouble befell him for his wife died, and the funeral expenses and the general and varied sums which have to be disbursed on such an occasion, swallowed up every farthing in his possession, and it is possible that he had to mortgage part of his next month's wages to meet immediate requirements. He was left with two children, and, no doubt, had to engage help to look after them while he was at work. It all meant money, of course, and while the funeral arrangements were in progress he was necessarily absent from his occupation and therefore lost his earnings during the mourning period. When the month was up, the Indian moneylender wanted his instalment or interest, or whatever he called it, of \$1.50. The borrower was unable to pay. Next month the debtor was still up to the ears in difficulties, and the Indian began with his threats of a summons to Court. Probably the Chinaman temporised, but it was useless; Shylock could not stand out of his savings any longer. He obtained the help of a solicitor and a bill was drawn up. It should be remembered that the Chinaman had borrowed \$10 and repaid \$5. Firstly, then, the Indian instructed his solicitor to set down \$30, as the debt due by the borrower; then there came interest, so much, and the Court fees—another little lot of \$7 or thereabouts—until the total reached over \$46. Here we have a sum of \$46 due on \$10—or 360 per cent. in the way of interest and expenses. What could the Chinese workman do? He was bound hand and foot by the Indian moneylender and it was true he had borrowed the money. He admitted the debt and judgment was given against him, with costs. As we may put the costs at \$50, the total amount due by the Chinaman for a \$10 bill reaches the remarkable sum of nearly \$100. Of course, the Chinaman is as likely to meet that demand as he is to reach the moon. He is a poor man, now ruined, and all because he failed, through circumstances over which we feel certain he had no control, to comply with the demands of an Indian, who probably finds money-lending a more profitable business than ordinary trading. It is, however, saddening to see a poor man cast into the gutter simply because he incurred a miserable debt in the past, a debt which would have been practically cleared off, if a common rate of interest had been charged. As it is, the man and his young, helpless family will probably find their lodging in the street; and they will still have the knowledge that if the sole money-maker of the family manages to reach a semi-degree of prosperity again, he will still have the shadow of an enormous bill dangling over his head. It is a pity that the judges in the Supreme Court of Hongkong are unable to reduce the charges on a bill when these are manifestly preposterous; at least, the instalments in repayment should be reduced to such a minimum that moneylenders would fling up the game of living on the poor as a discredited and discreditable proceeding. We would also suggest, with all deference to the members of the Hongkong bar, that if they refused to handle such cases and left the plaintiff to the tender mercy of men of the world and men of experience like Mr. Justice Wise there would be fewer cases of the sort heard in Hongkong.

MATRIMONIAL tickets are supplied by the Canadian Pacific Railway to those settlers in the North-West Territory, who wish to make a journey in order to get married; and on presenting the return coupon and a marriage certificate, a man is entitled to free transport for his bride.

LOCAL AND GENERAL.

FROM Tuesday, the 1st proximo, reveille will sound at 5.45 a.m., and retreat at 6.50 p.m.

FOR keeping an opium divan at Tsim-tsu-tsu without a licence, a divan keeper was fined \$10 by Mr. F. A. Hazeland this morning.

LEAVE of absence to the neighbouring countries on private affairs has been granted to Lieut. Colonel A. E. Aiken, 119th Infantry, from 28th April to 5th May, 1906.

FOR cruelly ill-treating a monkey in the street by tying it up with a cord, whereby one of its limbs proved useless, a Chinaman was this morning fined \$10, by Mr. C. A. D. Melbourne.

SEVERAL junk and sampan owners were prosecuted at the Police Court this morning for anchoring their boats within 100 yards from the shore after nine o'clock at night. Mr. F. A. Hazeland imposed fines of \$5 apiece.

MR. F. A. Hazeland granted the Opium Farm the application for the posting up of notices at the Kowloon godowns and at the Police Court this morning relative to the recent seizure of five cases of morphia in No. 15 godown.

FOR failing to appear at the Police Court this morning to answer a charge of disorderly behaviour in Ship Street last night after he had been released on bail, Mr. F. A. Hazeland this morning ordered that J. M. Kiga's bail of \$15 be estrated.

IN consequence of the number of accidents occurring at West Point caused by trucks neglecting the rule and running on the wrong side of the road, eight truck owners were summoned at the Magistracy to-day for the offence. They were fined \$10 each.

LI TAK was arrested last night for disobeying an order of banishment, pronounced some months ago. He turned up in the Colony yesterday. On being taken before Mr. F. A. Hazeland this morning Li was sentenced to one year's hard labour and six hours' stocks.

A COOLIE named Chan Hing was convicted at the Police Court this morning, and sentenced to three weeks' hard labour and six hours' stocks by Mr. F. A. Hazeland, for burgling a house at No. 199, Queen's Road West, last night, and stealing \$10 worth of money and clothing.

WE are informed by the Hon. Captain Barnes Lawrence, R.N., Harbour Master, that a large derelict junk, drifting in a south-westerly direction, is reported from Waglan Island. She was last seen bearing S.S.W. All vessels passing the locality should keep a sharp look-out for this danger to navigation.

"WHAT?" said Mr. Justice Wise to a defendant in a case before His Honour in the Summary Court this morning, "instalments on a long-outstanding debt of only \$30? Oh! no, I cannot consider that for a minute; you can see it the plaintiff will accept instalments. 'I will not, my Lord,' said the plaintiff. Judgment with costs.

PROGRAMME of music to be performed by the Band of the 2nd Batt. (Royal West Kent Regt.), on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:

March "The Begonia" (Barnes)
Overture "The Begonia" (Barnes)
Value "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)
March "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)
March "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)
March "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)

THE highest number of plague cases notified in Hongkong in a single day was recorded in the returns for the twenty-four hours ending at noon to-day. Altogether 14 cases were reported, the previous "record" being 13 cases. All the cases were Chinese and only two are still alive. The districts in which the plague patients were found ranged from Quarry Bay to West Point. One of those who succumbed to the disease was found lying on the ferry wharf at Yau-mai.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the band of the 2nd Batt. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music during dinner at the Hongkong Hotel, on Saturday, the 28th inst.:

March "The Begonia" (Barnes)
Overture "The Begonia" (Barnes)
Value "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)
March "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)
March "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)
March "The Begonia" (Barnes)
Selection from "The Begonia" (Barnes)

TWO Hok-lo men went to a boarding-house in Wing Lok Street yesterday afternoon each to look for his brother. On arrival the boarding-house-keeper refused to give them admission. They wanted to see their brothers, they said, and so pushed their way into the house. They waited for a while and as the brothers were not coming they quarrelled with the landlord. A fight ensued in which the two visitors had the best of it, but the landlord was reported to have smashed a table lamp over one of the men's heads. They were convicted, and the first man was ordered to pay a fine of \$4, at the Magistracy this morning for assaulting the landlord, while the other had to pay \$1.

WHILE the police pinnace was patrolling the harbour, near Wanchai yesterday afternoon, a sampan was hailed on the deck of which it was alleged were about six baskets of coal. The pinnace wanted to make inquiries, but on being seen by the sampan people the coal, it was stated, was thrown into the sea. The result was that two sampan men were charged at the Magistracy this morning with throwing coal, supposed to have been unlawfully procured, overboard. This throwing of the coal was seen by the constable, although his attention was called. "Was the coxswain looking through glasses?" asked the Magistrate. The men were discharged.

HONGKONG AND SHANGHAI BANK'S EX-COMPRADORE.

EXAMINED IN BANKRUPTCY.
IMMENSE SUMS INVOLVED.

In Bankruptcy Jurisdiction this afternoon, His Honour Sir Francis Pigott, Chief Justice, presiding, the public examination in bankruptcy of Lau Wai Chun, ex-compradore of the Hongkong and Shanghai Banking Corporation, ex *Parle* Lau Ying Show, salt merchant, of No. 6 Ko Shing Street, creditor, was commenced.

Mr. R. C. Master, of Messrs. Johnson, Stokes and Master, appeared for the petitioning creditor, Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, appeared for Lau Wai Chun.

Lau Wai Chun examined by Mr. Wakeman, Official Receiver, said he was formerly head compradore to the Hongkong and Shanghai Bank, being appointed thereto fourteen years ago. Besides the business of the Bank he had no other business. From the Bank he received as salary \$625 a month and was paid commission as well. It was correct that his liabilities amounted to \$593,657. About \$60,000 of that was money borrowed by him, but as for the rest he stood security jointly with others. Out of the \$593,657, he only received \$50,000. He did not remember when he first commenced borrowing money, but he did so from time to time. From the Yu Fat Bank he borrowed about \$10,000 for his own use, and the balance was guarantee. The Wong Fuk firm borrowed the money and he and others stood security. The money, \$300,000 odd, was not borrowed by him; he only stood security. He was a sleeping partner in the Wong Fuk firm. The \$300,000 odd was due by the firm and not by him alone. The money was borrowed from the Lai Hing Bank. Out of that sum \$70,000 was raised on mortgage of certain houses in Lyndhurst Terrace, owned by him and Mr. Fa Ting jointly. Of the moneys advanced to the Wong firm the money was sent up to Canton. Ma Fa Ting received all the money. Witness was never a partner in the Lai Hing Bank, and never had any share or interest in it. He knew that Ma Fa Ting had sworn that he was a partner in the Lai Hing Bank because he read the newspapers.

Mr. Wakeman: Was that true?—Well, he said so, but I was not a partner.

Was that true?—No, it was not true.

Witness, continuing, said his name was not Mo Fuk Hong; it had been said he had a firm in that name, but it was not his name. Ma Fa Ting came often and saw him in his office in the Bank. As regarded the Wai Fung firm, they sold goods to him; as did the Wing Sing Loong, but he was never a partner in either firm. Any statement that he was a partner in those firms or in the Lai Hing Bank was untrue. He never used the name of Lau Mo Fun Tong, and held no shares in the Bank in that name. He knew a man of that name by sight, but did not remember if he had ever spoken to him. He knew Wong Sau Po, who was the manager of the Lai Fung firm; he used to buy goods from him, but if he said he was his partner he said what was not true.

When he was compradore of the Hongkong Bank he bought many bills for large amounts from the Lai Fung, and the Lai Fung got the money from the Hongkong and Shanghai Bank, and the Bank had to collect the money in Penang, Singapore, Rangoon and other places from the Lai Fung's agents. The Lai Fung also sold bills. He did not remember on whose names the bills were drawn. It was a fact that he asked Wong Sau Po to guarantee those bills, but he did not remember exactly. The bills were sold to the Bank under the names of Hong Sing Loong and others. As regarded the money, the Bank paid for these bills; they were all handed over to the Wong Fung company of Canton, and a lottery company.

Mr. Wakeman: Of which you were a partner?

Yes. Then you were interested in the raising of these moneys?—Yes. Witness did not say to Wong Sau Po that he had money to the bank sufficient to meet his liabilities. As regards a share in the Lai Fung, if it was said that he applied for shares it was untrue.

Mr. Wakeman: Do you keep any account books regarding all these moneys?—No; I did not have the money, it all went on to Ma Fa Ting and others, and I never kept any account of my expenditure.

Continuing, witness said he had no other property than his furniture and his share in the property in Lyndhurst Terrace. He first became aware that he was unable to meet his liabilities in January, February or March of this year. A year ago he was able to meet his liabilities if the debts due to him had been paid, but all the people were hard up. The sum of \$500,000 due from the Wong Fung had not been paid, and the guarantor was a rich man in Macao—Loong Chap-Chi. He was also one of the partners in the Wong Fung.

Mr. Wakeman: In your statement you have put down the Wong Fung as owing you \$100,000, but it is a bad debt?—Yes, it is a bad debt.

Mr. Master then, on behalf of the petitioning creditor, examined the bankrupt. Witness said he admitted owing the petitioning creditor the money claimed. By the Viceroy shutting down on the lottery company, bankrupt's difficulties were brought about.

Mr. Dixon said he would like to examine the bankrupt.

His Honour: But how do I know you are a creditor?

Mr. Dixon said his client was not present, but if he proved his claim, and the Official Receiver disallowed the claim he still remained a creditor, and under the Act every creditor was entitled to examine a bankrupt. In proof of his claim, he might mention he was taking steps against the bankrupt.

His Honour: How far have you gone?

Mr. Dixon: I have got the action set down for hearing.

After further argument His Honour said he would hear what Mr. Dixon had to say, but at the same time he must prove that he was a creditor.

Mr. Dixon then said he must ask His Lordship to adjourn his application and the public hearing, and then he would prove his title.

His Honour: Well, what has Mr. Wakeman to say to that?

Mr. Wakeman: As far as I am concerned I have no objection.

His Honour: Has anyone else anything to say?

After a short discussion it was arranged that the public examination stand adjourned for a fortnight.

ALLEGED BANKNOTE FORGERY.

JAPANESE RUNNER ON TRIAL.

Ken Iwakura, a boarding-house runner, residing at No. 28, Connaught Road Central, appeared on remand at the Police Court this afternoon to answer three serious charges. It was alleged that, on 17th April, he had in his possession four forged banknotes for \$10 each, on the Hongkong and Shanghai Bank; and that he attempted to defraud Tang Cheong, a watchmaker, at No. 34, Queen's Road East. It was also alleged that he attempted to defraud Lok Wing, a carpenter carrying on business at No. 20, Queen's Road East.

The defendant pleaded not guilty.

Inspector Gourlay prosecuted, and the defendant was unrepresented.

Inspector Gourlay, in outlining the facts of the case, said that on the 10th inst., defendant went to a shop—half of which was occupied by a watchmaker, and the other half by a box maker—and after bargaining for a watch handed the accountant a \$10 bill, and received \$5 in silver as change. The accountant of the watchmaker's shop—after the defendant had departed—had his doubts as to the genuineness of the banknote, and took it to a licensed moneychanger's shop, where he learnt it was bad. On the 17th instant the defendant returned to the same shop, but instead of going to the watchmaker, went to the box-maker and purchased a box. He handed the master of the shop a \$10 bill. This latter took across to the accountant of the watchmaker's shop, and as he discovered that this note was also bad the defendant was given in charge. On arrival at No. 2 Police Station the Japanese was searched. One \$10 banknote was discovered in the bosom of his *kimono*, and another attached to his leg, while a third \$10 bill was found lying on the floor, at defendant's feet. He was accordingly charged.

Malcolm Murray, assistant in the Hongkong and Shanghai Bank, after inspecting the five \$10 banknotes, said they were forgeries. They purported to be \$10 bills and made out on the Hongkong and Shanghai Bank.

Further evidence was heard, and the accused committed for trial.

AN INDIAN "WATCHMAN'S" SUIT.

MR. JUSTICE WISE'S TRENTIAN REMARKS.

At the Supreme Court this morning, in Summary Jurisdiction, an Indian watchman—who was erroneously stated in the summons to be in the employment of the *Hongkong Telegraph*, although the man never had any connection with this office—sued a Chinese compositor for the recovery of \$37.50, due on a promissory note.

Mr. Otto Kong Sing appeared for the defendant, and said that \$10 only was borrowed in exchange for \$37.

His Honour Mr. A. G. Wise, P.M. Judge, referring to a case heard at the Police Court in which Manna Singh, formerly in the employ of Messrs. A. S. Watson and Co., as watchman, sued that firm for wrongful dismissal, and in consequence of an alleged false report said at the time to have been made by certain newspapers, observed:—

I notice that an old friend of mine was at the Police Court the other day and made some very curious remarks. I said 'I don't want to see him here once,' I said 'a dozen times.'

Mr. J. H. Gardiner, who represented Manna Singh at the Police Court, and who had held that the report of the case as it appeared in the newspapers was incorrect, was present in another case, and said:—That was not the denial. It was the statement that the man ought to be dismissed. His Honour—I spoke rather stronger than I was reported. I told him he ought to be dismissed. I said it twice, and it was reported once. I say it again. I asked once why Watson's did not dismiss him because he was a useless man. On one occasion I tried to get out of him why he was able to appear in Court so often. It was suggested he was a night watchman, which rather took me aback, but it turned out he was not a night watchman.

Mr. Gardiner—No, he was not.

His Honour—He told me he was. If he was a night watchman he could spend his days as he liked.

Mr. Gardiner—I explained to your lordship—His Honour—Judgment for plaintiff with costs.

A DISHONEST COOLIE.

Wong Sun, a rich coolie, residing at No. 251, Queen's Road West, was charged at the Magistracy to-day with stealing a gold bangle, valued at \$25, the property of a Mrs. Haan, of No. 31, West-Neichon Road, on the 26th inst. Mrs. Annie Haan said that about 3.30 p.m. yesterday she engaged defendant's vehicle at the Central Market. On the way she got out to make some purchases and engaged another ricksha to carry her things. At the Civil Hospital she missed her gold bangle, and on arrival at No. 7 Station she reported her loss. The ricksha coolie was searched at the Station and the bangle was found in defendant's pocket. Defendant had nothing to say in answer to the charge, and his Worship sentenced him to two months' hard labour and six hours' stocks.

SHIPPING AND MAILS.

MAILS DUE.
Indian (*Kunyang*) 29th inst.
French (*Laos*) 30th inst.
American (*Cobite*) 30th inst.
French (*Calendrier*) 30th inst.
German (*Prinz Sigismund*) 30th inst.
Canadian (*Tartar*) 1st prox.
German (*Willhad*) 7th prox.
American (*Siberia*) 7th prox.
Indian (*Laisang*) 10th prox.

The s.s. *Deucalion* left Singapore yesterday morning, and is due here on 1st prox.
The s.s. *C. P. R. Co's s.s. Empress of China* which left Hongkong on 28th ult., and Yokohama on 6th inst., arrived in New York on 25th inst., thus making a transit of 28 days from Hongkong and 19 days from Yokohama.

TELEGRAMS.

[Reuter's.]

The Russian Loan.

LONDON, 25th April.

The Russian loan of £8,325,000, at 5 per cent, has been issued at 89. Barings issued the English share, viz., £13,101,000.

The Strikes in France.

The strikes in the northern part of France are extending to other parts of the country, including Paris, where alarming rumours are current, and apprehensions are entertained, about May Day.

The Native Trouble in Natal.

Natal has accepted the Transvaal's offer of volunteers.

The St. John's Ambulance Corps is sending a detachment of Indians, from the Cape Colony, and the community of Durban have offered to raise a corps of stretcher bearers and hospital attendants.

Later.

The proffered assistance of the Transvaal is keenly appreciated by Natal.

The Japanese Sailors in England.

The Corporation of Newcastle has given a launch to the officers of the *Kashima* in the Town Hall.

Later.

The Olympian Sports.

Englishmen beat the Germans at fencing, at Athens, in the Olympian sports, by nine hits to two.

The Englishman, Taylor, won the mile swimming race easily.

[Sydney Times.]

Strikers, Stones and Bayonets.

Men on strike have wrecked a mine and the manager's house at Lens. They repelled a bayonet charge of the troops with a hail of stones.

Officials at the Deraon iron works are besieged by the strikers.

The troops were powerless in a series of affairs at Lens; many of the soldiers being wounded, and two officers dangerously hurt.

The labour leader, M. Baisly, was hooded and stoned by the mob.

More Disturbances.

A general strike has been proclaimed in L'Orient Department.

The employees at the Government match factories have held a meeting in Paris and decided upon going out on strike unless the three hundred postmen who have been dismissed are reinstated.

San Francisco Earthquake.

The information to hand regarding the San Francisco catastrophe is of a fragmentary character, owing to the fact that the telegraph and newspaper offices have been burned down.

Two regiments are guarding the property which has been placed in the streets.

Togo's Visit Postponed.

The *Daily Telegraph* correspondent in Tokio wires that Admiral Togo has postponed his visit to Europe.

SALE OF S.S. "M. STRUVE"

At noon to-day, at his auction rooms, Duddell Street, Mr. Geo. P. Lammit, auctioneer, put up for sale by public auction, on account of the concerned, the wreck of the German steamer *M. Struve*, as she now lies off Ockean Island, with all anchors, gear, &c.; also 19,599 packages of sugar, 335 packages sugar cane, 1,273 packages of pepper, compass with stand, 2 compass cards, 1 telescope, 1 pair binoculars, 1 horse power indicator, 1 chronometer, in good order and condition, on board the above steamer.

The bidding was not very brisk, and the wreck was finally knocked down to Messrs Wilks and Jack for \$15 inclusive.

WOMAN SUES FOR ALIMONY.

REFUSED TO LIVE WITH COQUINE.

A young Chinese woman appeared before Mr. F. A. Hazeland this morning, to summon her husband for support.

Mr. E. J. Grist appeared for the complainant and Mr. Otto Kong Sing for the defendant.

It was stated that defendant was willing to support the complainant, but the young woman refused to live in his house, owing to the fact that defendant kept a concubine in the house, who took control of domestic affairs and gave her a pretty bad time.

Mr. Kong Sing said that the woman knew perfectly well that the other woman was in defendant's house before she married him. Defendant married her on a forenoon, and left for Canton on the afternoon of the same day. When he returned, three days afterwards, his wife had vanished and would not come back.

Mr. Grist said that it was not likely she would, she was tired of waiting. (Laughter.) "You don't expect a woman to wait for a man who runs away from her to his concubine before he is married a day. She will live with this man if he will 'fire' the concubine or set up a separate establishment for her."

His Worship—I don't think he will do that. She is rather elderly! (Laughter.) Mr. Kong Sing—I don't think you will say it was desertion to leave her for three days. Is it likely the defendant got married just to run away from her?

The case was adjourned.

A CALCULATION based on the latest census returns shows that to provide a pension of 5s. per week for every person in the United Kingdom over the age of sixty-five years would require a sum of over £40,000,000 per annum.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

DOCK CHARGES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Early in the week you reported that one of the two American transports en route to Manila had been disabled and was taken in tow of her sister-ship to Singapore. While there, it is understood, the disabled vessel did not undergo any repairs, and on the 15th inst. both vessels left for the Philippines. It is stated that, during the stay of the transports in the Southern port, a Press representative elicited the information from one of the engineers on board that the reason why the necessary repairs were not effected in Singapore was that the charges were prohibitive and that the Navy authorities considered they could do the repairs much more cheaply in their own yards than was possible either in Singapore or Hongkong. I have italicised "Hongkong" to draw attention to the conviction that, if the allegation of the U.S. naval officer is true, it behoves the authorities of our repatriating yard to remove the stigma attaching to the Company. But if the unenviable notoriety given to our dock establishments of their high charges is baseless, it equally behoves the Company's directors to exercise their energy to set before the American Naval Authorities a correct appreciation of the facts that the local estimates are framed within reason and the charges are governed by current rates ruling in the market of the East.

In the past the American Navy has been amongst the best constituents of the Hongkong and Whampoa Dock Co. Why any estrangement should have existed between the Company and its patrons, is not easily conceivable to the man-in-the-street. As a matter of fact, none should exist. (Given tact, good judgment, and a desire to please (which, it must be conceded, those in high places as regards the Docks possess in a large measure) there is no good reason why Hongkong should not win back all the past favours from the American naval officials.

I have the latest Manila papers before me reporting the arrival of the transports *Kilpatrick* and *McCallan* at Manila. The latter is the lame duck. Before making this trip the *McCallan* had been laid up out of commission in New York harbour about three years. When she was ordered to be put in readiness for service a board of officers examined her thoroughly and the sum of \$25,000 (gold) was spent in necessary repairs. Of this amount a large proportion was used on the engines and boilers, and when the vessel left the shipyard to go to the dock for her cargo it was believed she was in fine condition for the trip. The inspector's test applied to the boilers showed that a pressure of 250 pounds did not disturb their tightness.

From the shipyard to the dock, and during the three days the vessel was lying in waiting, and being loaded, there was no sign or symptom of leak about any of the machinery. Before the ship had cleared Sandy Hook, however, a leak was discovered in one of the boilers, caused by the uneven shrinkage of some of the new metal placed in position during the repairing operations attaching the furnaces to the boilers. An effort was made to caulk the leak and the ship appeared to work properly for a day. Then the boiler again leaked and before many miles had been made a second boiler went wrong. The ship was stopped and temporary repairs were made. The report proceeds to state that at every stage of the voyage defects developed, ultimately necessitating the taking in tow of the *McCallan* by the *Kilpatrick*.

I urge these facts upon the attention of the Dock Company's directors, through the medium of your columns, with a view of their exercising some enterprise—should they be faithful to their charge—and endeavouring to secure the repairing of the transport by the local company.

This is an age of enterprise, and "Hustling" should be the watchword of the large industrial undertaking of this Colony upon whose fortunes so much and so many depend. Let the directors despatch an efficient engineer—a tactful man withal—one not given to bluntness and blundering, and negotiate with the Cavite Authorities for the *McCallan*. The job may be a comparatively small one; but if it should serve to remove the stigma whereby the Hongkong Docks are labelled for its so-called "fleeing" tendency, some good purpose will have been gained by any effort spent in that direction.—Yours, &c.,

SHAREHOLDER.

Hongkong, 27th April.

A QUESTION OF PURE WATER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—While it is very satisfactory to most people in Hongkong to have a full supply of water once again, I would like to call attention to its colour. When it first comes through the pipe it is of a milky colour, not at all transparent, and sometimes it has a peculiar taste. Of course, it must be passed through a filter; but again after it leaves the filter it is still dingy and uninviting. Now all I desire to know is, What is the matter with the water? I thought it was filtered before it came into the public mains, but if that is the case, then the filters must be in a pretty bad state for they do not seem to be fulfilling their purpose. Perhaps it is that the recent rains which helped to fill the reservoirs and give us an adequate supply of water have also brought with them all the loose earth and rubble on the hillsides, with the result that the water is far from pure. It is all very well to have a full supply of water, but if that supply is contaminated and bad for health, I would rather have a restricted supply of the pure thing. The question that concerns me, and, no doubt, others is this—Can we trust the water, even without the use of a filter? Trusting that I have not taken up too much space,—I am, yours etc.,

Hongkong, 26th April.

WELL-KNOWN RESIDENT DEAD.

SUDDEN DEATH OF MR. SHI PING KWONG.

It is with much regret that we have to record the death, which took place in the early hours of this morning, after a very short illness, of Mr. Shi Ping Kwong, who, for a considerable period, had been employed in the office of Messrs. Wilkinson & Grist, solicitors. On Saturday night, Mr. Shi Ping Kwong was taken ill with influenza, which subsequently developed into an acute attack of bronchitis. Although every attention was given to the unfortunate patient, he failed to rally, and died at 4.30 a.m. to-day. He was only 39 years of age. Mr. Shi Ping Kwong was a prominent member of the Chinese community in Hongkong, his genial disposition and generous nature making him many friends. As secretary of the Chinese Club, he was also extremely popular. Mr. Shi Ping Kwong was educated at the Diocesan School, and afterwards joined the Korean Customs Service, after which he came to Hongkong where he became connected with the firm of Messrs. Wilkinson & Grist. He was twice married, and leaves seven children, four by his first wife and three by his second. A large section of the community will deeply sympathise with the bereaved children and relatives.

The funeral takes place at 2.30 p.m. to-morrow, the Eurasian Cemetery being the place of interment.

SAN FRANCISCO CATASTROPHE.

EXCITEMENT IN MANILA.

The Manila newspapers which arrived to-day are filled with the terrible catastrophe which overtook San Francisco. On the afternoon of the 21st inst., the *Manila Times* was waiting in monster headlines the lack of news from San Francisco. The terrible silence had not been lifted. Every effort had been made to pierce the gloom, but it was all in vain. San Francisco was isolated from the rest of the world. Next day, the *Times* cried: "Full news at last! Now the gloom which surrounded the doomed city of San Francisco has been dispelled, and the cables are bringing to these distant islands the details of what will go down in history as one of the most terrible destructions recorded in modern annals."

A FUTURE GOVERNOR-GENERAL MISSING.

One of Manila's anxieties was to learn the whereabouts of General James F. Smith, Vice-Governor and future Governor-General of the Philippines. "Secretary Taft," it was stated, "is making all the efforts within his power to locate the popular official but so far reports no trace of him. General Smith arrived in San Francisco on the *Mongolia* just four days before the awful catastrophe occurred, and although he owns a country home somewhere south of San Francisco, it is not likely that he could have gone there in time to escape the earthquake. From all accounts General Smith's home is located right in the heart of the burnt district. The fact that the Secretary of War is unable to locate so well known a personage as General Smith is causing some uneasiness."

THE FIRST NEWS.

It appears that the *Cablenews* was the first paper in Manila to publish the full particulars of the disaster, and it takes proper pride in the fact. It stated that the loss was placed, conservatively, at \$500,000,000, and on the 24th inst., the American relief fund amounted to \$18,000,000. Three hundred thousand people were under tents. A lunatic asylum near San Francisco was destroyed by the earthquake and 300 insane patients killed. The rest of the lunatics, numbering many hundreds escaped and were at liberty on the 24th inst. Messages of sympathy were being received from all parts of the world. President Roosevelt stated that America did not propose to accept subscriptions from abroad, the people of the United States being prepared to meet the situation themselves.

NEW AND SURPASSING CITY TO ARISE.

In an editorial the *Manila Times*, while lamenting the catastrophe, holds that a new and even better city will arise over the ruins. It says:—

"There are probably few cities which will be likely to feel the effects of the destruction of San Francisco so keenly as Manila. We are more dependent in a business way upon that city than upon any other, and the terrible disruption there of the usual agencies of commerce is bound to tell heavily here. The same is true to some extent financially. Some of our merchants, fortunately most of them on a small scale, have been supported by 'Frisco' houses, and if the latter prove unable to weather the storm the reflex action is likely to be felt by local firms. There is very little possibility of the worst being realized, however. As in the case of other great catastrophes which have afflicted cities of the United States, the whole country has spontaneously and with unbounded liberality thrown open its hands and poured in relief. It was so in the Galveston and Baltimore disasters; it was so even in the case of Martinique. If the people of the United States could raise millions for one who may be called a stranger without the gates, it needs no guessing to predict the lavish contributions which will be made in the present instance of a city which is bound up with its brother cities in the closest ties of human and commercial kinship. The people of the United States will not stand by and see the city whose magnificence and hospitality have made it the pride of the whole country suffer for lack of financial aid. Out of the ruins of the present San Francisco, therefore, we may look for a new and even better city to arise, Phoenix-like, surpassing even the original in splendor."

THERE has existed in Japan for many centuries a curious law to the effect that whenever the Emperor or Empress appeared in public no other person should seem to occupy a higher place than this member of the Royal family; therefore on such occasions the shutters of all upper stories were drawn, and the upper parts of the houses past which the Royal party moved were seemingly deserted. This law is still in effect.

THE LIABILITIES OF PARTNERS.

A large number of individuals daily embark upon a partnership or profit-sharing scheme with some firm or person without knowing or realising the serious responsibilities, liabilities, and hazards they are incurring, and which the Partnership Act (1890) makes a necessity. On a person entering into a partnership, he immediately becomes jointly and severally responsible for all the firm's engagements during his term of partnership, and in the event of his partner becoming a bankrupt (although through causes in no way connected with the firm), and the firm being unable to meet its liabilities (perhaps through his partner having withdrawn part of his capital, or through numerous other causes), then he becomes responsible, and might also be involved in bankruptcy.

Section 9 of the Partnership Act of 1890 reads:— "Every partner in a firm is liable jointly with the other partners, and, in Scotland, severally also, for all debts and obligations of the firm incurred while he is partner, and, after his death, his estate is also severally liable in a due course of administration for such debts and obligations so far as they remain unsatisfied, but subject in England or Ireland to the prior payment of his separate debts."

Another serious risk a partner incurs is that his co-partners either through misfortune or injudicious judgment, may suddenly involve the firm in liabilities far beyond its control, and thus implicate him, although he may have had no knowledge of his co-partner's transactions.

Section 10 of the Partnership Act of 1890 reads:—

"Where by any wrongful act, or omission of any partner, acting in the ordinary course of the business of the firm, or with the authority of his co-partners, loss or injury caused to any person not being a partner in the firm, or any penalty is incurred, the firm is liable therefor to the same extent as the partner so acting, or omitting to act."

Then again, a partner of necessity has to undertake grave responsibilities, in that he becomes responsible and is liable should the firm, in the course of business, receive any money or property from a third party for some special purpose, and that money be misappropriated by his co-partners, although he may know absolutely nothing of the matter.

Section 11 of the Partnership Act of 1890 reads:—

(a) Where one partner, acting within the scope of his apparent authority, receives the money or property of a third person, and misapplies it, and (b) Where a firm in the course of business receives money or property of a third person, and the money or property received is misapplied by one or more of the partners while it is in the custody of the firm, the firm is liable to make good the loss."

And Section 12 of the same Act reads:— "Every partner is liable jointly with his co-partners, and also severally, for everything for which the firm while he is a partner therein becomes liable under either of the two last preceding sections."

Also a partner is not allowed to make a secret profit, i.e., without the knowledge and consent of all other partners, "from any transaction concerning the partnership, or from any use by him of the partnership property, name or business connections," (Partnership Act, 1890, Section 29), and he "must account to the firm for any benefit derived," as also where a firm has been dissolved by the death of a partner, and before the affairs thereof have been completely wound up either by any surviving partner, or the representatives of the deceased partner."

Section 30 of the same Act reads:— "If a partner, without the consent of the other partners, carries on any business of the same nature as, and competing with that of the firm, he must account for and pay over to the firm all profits made by him in that business."

Many persons actually incur liabilities, and run risks without the least knowledge that they are doing so. If a loan were made to a person under agreement whereby the lender would receive a certain amount of interest, and such an agreement were not otherwise open to objection, the lender would not be liable to the creditors, but if the agreement stipulated that the loan should be repayable out of the assets of the business or employed in the business, or gave the lender any power or control over the management of the business, or otherwise savoured of partnership, then the lender might discover that he was held responsible by the creditors, and with a large liability; the agreement affording him no protection. The stipulation in an agreement that the person shall not be considered as, and is not a partner, would be of no use where the agreement is of the nature of a partnership. From the preceding clauses it will clearly be seen that a partnership from whatever point considered is a most serious matter, and firms are always under an unimpaired liability.

It is obvious, therefore, that partnerships should be so arranged that the incurrence of unlimited liability is avoided.

The liability of any person, or firm, can be easily and inexpensively limited by resorting to the Companies Acts, and converting the business into a private company whereby partners or individuals can manage, by registering under these Acts, to conduct their businesses in the same manner as by ordinary partnerships. By these means a partner can obtain the manifest advantages of absolutely limiting his liability, and of freeing all his private income from the risks of his business. Also a capitalist can secure himself against unlimited liability when making advances, for Companies do not come under the Partnership Acts.

The Act of 1890 (section 1) interprets Partnerships as follows:—

1. Partnerships is the relation which subsists between persons carrying on a business in common with a view of profit.
2. But the relation between members of any company or association which is (a) registered as a company under the Companies Acts, 1862, or any other Act of Parliament for the time being in force, and relating to the registration of joint stock companies, is not a partnership within the meaning of this Act.
It will, therefore, be seen that the liabilities and responsibilities accruing from the Partnership Act (1890) do not apply to those carrying on a business under the Companies Acts, 1862, as a private or public company.—*Curtis Gardner's Circular*.

THE RULE OF THE ROAD.

CONSTABLE CAUTIONED.

Before the Hon. Captain Barnes-Lawrence, R. N., Marine Magistrate, an inquiry was held at the Harbour Master's office this morning into the circumstances connected with the charge of failing to observe the "rule of the road" in Victoria Harbour, preferred by William Robert Sutton, P. C. 101, against the master of the steam launch *Wing Fuk*, Leung Man On, master, on the 25th inst.

Constable Sutton stated that, on the 25th inst., at about 7.45 p.m. he was coming down the central fairway from west to east in No. 4, Police pinnace. He observed the *Wing Fuk* crossing from Yau-matt to Hongkong, on his port bow. He blew a short blast on his whistle, but did not alter his course. The *Wing Fuk* blew two blasts and went to port, and crossed the pinnace's bows, necessitating the latter's stopping and going astern in order to avoid a collision. She crossed the pinnace's bows about ten yards distant.

Leung Man On, master of the *Wing Fuk*, said there was a steamer on his starboard bow which prevented him from seeing the police boat, and there was also a sampan on his port bow. When about 20 yards from the steamer he blew a long blast on his whistle to warn any launches that might be on the other side of her. On observing the police launch he was unable to turn to starboard on account of the steamer being there on his starboard side. He heard the police boat blow one short blast on his whistle, and he then turned his boat to port.

By the Harbour Master, Constable Sutton, recalled and re-examined, said he understood that one short blast on the whistle signifies his going to starboard. He did not go to starboard on this occasion as he intended merely denote his presence to the *Wing Fuk*. He was well clear of the steamer before he saw the *Wing Fuk* for the first time. Both launches had their lights displayed at the time. When he first observed the *Wing Fuk* he saw all three of her lights, but when next he saw her the green light only was to be seen. Had she obeyed the rule of the road there would have been ample room for the *Wing Fuk* to have returned to starboard.

Leung Man On, re-called, stated that he heard the short blast and took it to mean that the police boat was going straight on. The meaning of one short blast on the whistle is to go straight ahead. He passed the anchored steamer's bows by some ten yards and then was so near the police launch that there was not time to go astern.

The position of the steamer and of the launches was explained by models. In giving his finding, His Worship said: Leung Man On was in error inasmuch as that in the first instance he should have steamed to anchor too close, and then, on observing the police pinnace, crossed her bows instead of giving way to her. He also does not understand the proper use of the blasts on the whistle. His certificate is suspended for two weeks, and a new examination is to be held before it is returned to him.

Police Constable Robert Sutton is cautioned not to make use of blasts on the whistle having no legal significance.

COMMERCIAL.

RAUB CRUSHING.

Messrs. E. S. Kadoorie & Co. inform us that, according to telegraphic advices received to-day, the crushing of the Raub Australian Gold Mining Co., Ltd., for the past four weeks produced 712 ozs. smelted gold from 6,040 tons stone.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, APRIL 28th, 1906.

DINNER.

HORS D'OEUVRES.

Windsor Canapes.

SOUP.

Mock Turtle.

FISH.

Smoked Fish and Butter Sauce.

ENTREES.

Victoria Cutlets and Tomato Sauce.

Baked Sheep's Head and Piquante Sauce.

CURRY.

Malay.

JOINTS, &c.

Roast Sirloin of Beef and Horseradish.

Roast Capon and Celery Sauce.

Boiled Leg of Mutton and Caper Sauce.

Cold Potted Corned Beef and Beetroot Salad.

SWEETS.

Bread and Butter Pudding.

Nesselrode Ice Cream and Finger Cakes.

Cranberry Tartlets.

Topsy Cakes.

DESSERT.

Coffee. Fruits. [50s]

NOTICE.

THE SIXTEENTH ANNUAL MEETING OF THE DISTRICT GRAND ROYAL ARCH CHAPTER OF HONGKONG AND SOUTH CHINA will be held at Masonic Hall, on MONDAY, the 30th instant, at 9 P.M. All Royal Arch Masons are invited to attend.

A. O'D. GOURDIN, D. G. Scribe E.

Hongkong, 27th April, 1906. [50s]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Secretary, City Hall, to sell by PUBLIC AUCTION,

ON WEDNESDAY,

the 2nd May, 1906, at 11 A.M., in the basement of City Hall,

THEATRE SEATS, PLATFORMS,

OLD WOOD, &c., &c.

N.B.—Those who have goods stored in the City Hall are requested to remove them on or before Monday, the 30th April.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th April, 1906. [50s]

Intimations.

THE ROBINSON PIANO CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Krauss,

Hauke,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906. [38

TELEPHONE No. 135.

THE ORIGINAL CANADIAN CLUB WHISKY

DISTILLED AND BOTTLED

BY



HIRAM WALKER & SONS, LIMITED.

WALKERVILLE, ONTARIO, CANADA.

Per Case 12 Bottles\$20.00

BEWARE OF COUNTERFEITS.

AGENTS—
H. PRICE & CO.,
WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th March, 1906. [41

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	28th April.
GLASGOW and LIVERPOOL	"DEUCALION"	1st May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCUS"	15th "
GLASGOW and LIVERPOOL	"RHIPHEUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

The S.S. "Deucalion" left Singapore on the morning of the 26th inst., and is due here on the 1st prox.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	8th May.
*GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	16th "
*GENOA, MARSEILLES & L'POOL	"HYSON"	20th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST.	"YANGTZE"	25th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"PAKHOI"	28th April.
WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	28th "
SHANGHAI	"SHAOSING"	28th "
MANILA	"TAMING"	1st May.
SWATOW, MANILA, CEBU and ILOILO	"KAIFONG"	2nd "
NINGPO and SHANGHAI	"CHANGCHOW"	3rd "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	3rd "
CALLAO	"SHANTUNG"	5th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th April, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 28th April, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st April, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	20th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 26th April, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10c) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 26th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8.30 A.M. Departure from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.
FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
On and after Sunday, 20th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, \$5; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.
All Meals can be supplied on Board at \$1
each Meal.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 17th April, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,300 T. R. MEAD.
"KWONG TUNG" 1,233 T. R. RAMSEY.
Leave Hongkong for Canton at 9 every
evening (Satur day excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.
Passage Fare—Single Journey ... \$4
Meals ... \$1 each.

Also
Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.
returning on SUNDAY at 10 A.M. and 6.30
P.M.

FARES:—1st Class single \$2 with cabin \$3.00,
return \$3 " 5.00.
2nd Class single \$1, return " 1.50.
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is at the Western
end of Wing Lok Street.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th April, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms will be despatched for the above
Ports, TO-MORROW, the 28th instant, at
10 A.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th April, 1906.

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"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE."

Captain Kroble, will be despatched as above, on
or about 12th May.

To be followed by

S.S. "BENALDER."

S.S. "BENMOHR."

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th April, 1906.

[457]

"GLEN" LINE OF STEAMERS.

FOR VLADIVOSTOCK, VIA SHANGHAI
AND NAGASAKI.

THE Steamship

"GLENLOCHY."

Captain E. J. Stallard, will be despatched as
above, on or about the 5th proximo.

For Freight, etc., apply to

MCGREGOR BROS. & GOW.
Agents.

Hongkong, 26th April, 1906.

[503]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN	"CHIPSING"	SATURDAY, 28th April, 4 P.M.
SHANGHAI VIA SWATOW	"FAUSANG"	MONDAY, 30th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 8th May, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th April, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzger	May 22nd.
"ARAGONIA"	5,193	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH."

will be despatched for the above Ports, TO-
MORROW, the 28th instant.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th April, 1906.

[327]

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or
about the 10th May, 1906.

For Freight etc., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th April, 1906.

[450]

"SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or
about the 15th May, 1906.

For Freight etc., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th April, 1906.

[430]

Shipping—Steamer.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the
above Ports, TO-MORROW, the 28th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 27th April, 1906.

[403]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st of May, will
be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, 1st of May, at
9.30 A.M.

All Claims must reach us before the 7th
of May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 25th April, 1906.

[2]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 24th April, 1906.

[2]

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SITHONIA."

Captain Brehmer, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th April, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd April, 1906.

[495]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at

No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd. and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

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Continuation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

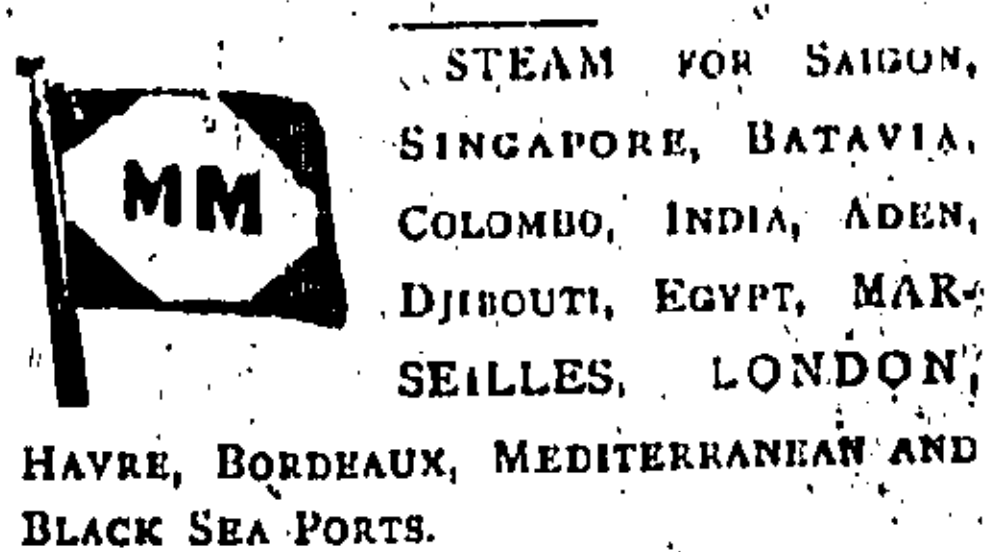
A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for
MARSEILLES on TUESDAY, the 1st
May, at 1 P.M.
This steamer connects at Colombo with the
Australian line s.s. Yarra bound for Marseilles
via Bombay and Aden.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. POLYNESIE.....15th May.
S.S. CALEDONIE.....29th May.
S.S. CALAZIE.....12th June.
S.S. OCEANIE.....16th June.
S.S. TOURANE.....10th July.
G. DE CHAMPEAUX,
Agent.

Hongkong, 21st April, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain T. H. Hyde, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 5th
May, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Himalaya, 6,898 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Mac-
donald, due in London on the 17th June, 1906.
Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st April, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJII, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut	9,600	E. V. Roberts	28th April
Tremont	9,600	T. W. Gardick	26th May
Lyra	4,417	G. V. Williams	3rd July
Shawmut	9,600	E. V. Roberts	27th July
Tremont	9,600	T. W. Gardick	22nd Aug.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDRESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 24th April, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

Steamship	About
"SATSUMA"	22nd May.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 24th April, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 22nd April, 1891.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" G. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR EASTMAN'S

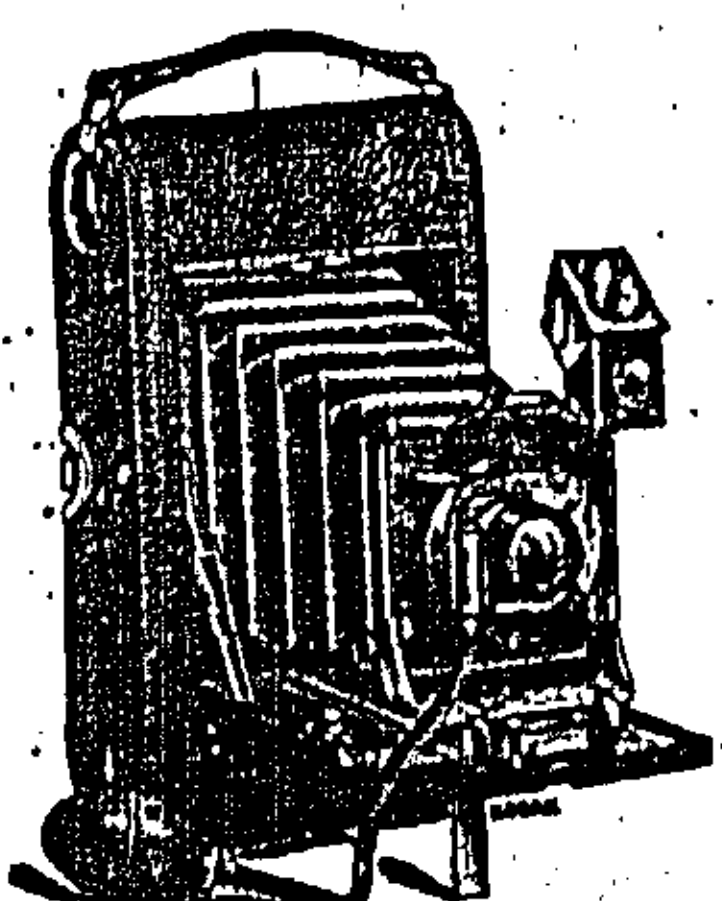
REQUISITES.

KODAKS, FILMS,

&c., &c., &c.

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 24th May, 1901.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	85,000	1125	1125	£1,000,000 \$9,500,000 \$250,000 £12,735 \$150,000	\$1,699,777	£115/- div. and £1 bonus @ ex. 2/09/167 =\$26.87 for 2nd half-year 1905.....	5 %	\$865 (London £90
National Bank of China, Limited	29,925	£7	£5		\$74,099	\$2 (London 3/6) for 1905	...	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	1250	550	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$355
China Traders' Insurance Company, Limited	10,000	£3.33	£25	\$90,000 \$169,215 \$202,455 \$295,955	Nil.	\$4 1/2 for year ended 30.4.1905	4 1/2 %	\$96
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 90 sales
Union Insurance Society of Canton, Limited	10,000	1250	1100	\$2,000,000 \$40,000 \$311,451 \$1,043,930 \$1,152,364 \$800,000 \$61,728 \$15,527 \$1,000,000 \$229,488 \$26,467	\$2,339,112	\$4 1/2 for 1904	5 %	\$795
Yangtze Insurance Association, Limited	8,000	1100	560	\$6,000 \$261,438 \$88,941 \$250,000 \$600,000 \$54,331 £120,000 £241,150 £3,990	\$508,134	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 ex div.
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	1100	570	\$1,000,000 \$229,488 \$26,467	\$344,618	\$6 for 1904	7 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	1250	550	\$1,221,928	\$422,618	\$25 for 1904	8 %	\$310 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	525	525	\$6,000 \$261,438 \$88,941 \$250,000 \$600,000 \$54,331 £120,000 £241,150 £3,990	\$6,563	\$1 1/2 for 1905	8 1/2 %	\$18 buyers
Douglas Steamship Company, Limited	10,000	550	550		Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	515	515	\$250,000 \$54,331 £120,000 £241,150 £3,990	\$21,680	\$1 for 2nd half-year making \$2 for 1905	8 %	\$25
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£241,150 £3,990	£4,435	12/- @ 1/104=\$6.29.51 for 1904	6 1/2 %	\$93 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 40,000 £400,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 58 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,144 \$65,000 \$24,257	£107,815	Final Tls. 14 making Tls. 3 1/2 for 1905	7 1/2 %	Tls. 48 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	\$65,000 \$24,257	\$929	\$1.80 for year ending 30.4.1905	4 1/2 %	\$33
Taku Tug and Lighter Company, Limited	10,000	£10	£10	Tls. 80,000 Tls. 40,000 Tls. 81,200	£13,413	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 36 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	5100	5100	\$850,000 \$450,000 \$86,129	\$20,914	Final of \$15 making \$25 for 1905	14 1/2 %	\$176
Luzon Sugar Refining Company, Limited	10,000	5100	5100	none	\$132,588	\$3 for 1897	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	15.50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 80 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£80,000 £26,011 none	£13,355	Final of 1/- (No. 5)	6 1/2 %	Tls. 10.50
Central Consolidated Mining Company, Limited	100,000	£1	£1	£10,000 £1,000	G \$96,050	Final of 50 cents making G \$1 for 1905	6 1/2 %	G \$16
Gold Australian Gold Mining Company, Limited	10,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	\$3 sales
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	15,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 120 sellers
Fenwick (Geo.) & Co., Limited	18,000	525	525	\$70,000	\$8,915	\$2 for 1905	5 1/2 %	\$22 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	510	510	\$65,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$105
Yan, Tong and Whampoa Dock Company, Ltd.	10,000	510	510	\$49,500	\$362,322	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$165
New Amoy Dock Company, Limited	10,000	510	510	\$38,000	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company, Limited	12,000	Tls. 100	Tls. 100	Tls. 40,000 Tls. 57,065 Tls. 17,500	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 225 sellers
Yangtze Wharf and Godown Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	8 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	8 1/2 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	10,000	510	510	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	13 1/2 %	\$32
Central Stores, Limited	6,000	510	510	none	\$4,719	\$2.40 on \$12 for 1905	...	\$154 buyers
Do. (new issue)	24,000	510	510	none		7 % on \$7 1/2 for 1905	...	\$300 buyers
Do. (Founders')	123	510	510	\$648,975 \$24,071	1619	\$5 for second half-year 1905	7 1/2 %	\$133
Hongkong Hotel Company, Limited	12,000	550	550	\$24,071	167,839	Final of \$3 1/2 making \$7 1/2 for 1905	6 %	\$176 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	510	510	\$250,000	167,839	Interim of Tls. 1	14 %	Tls. 17 1/2
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 24,086	\$4,690	Final of \$6 making \$10	10 %	\$100
Hotel Metropole Company, Limited	7,000	510	510	none		Final of \$6 making \$10	7 %	\$11 1/2
Thompsons Estate & Finance Company, Limited	10,000	510	510	\$28,386 \$50,000	\$5,070	80 cents for 1905	6 1/2 %	\$39
Yankee Land and Building Company, Limited	6,000	550	550	none	\$574	\$2 1/2 for 1905	...	\$53
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 909,593 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 118 buyers
West Point Building Company, Limited	12,500	550	550	none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	510	510	\$30,000	\$23,264	\$1 for the year ending 31.7.05	4 1/2 %	\$16 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 67 1/2 sales
Lou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 34,760	Tls. 8 for 1905	11 %	Tls. 72 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18 4/6	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	5100	5100	none	\$1,066	\$7 for 1905	7 %	\$100 sellers
Do's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	\$270	1/3 per share for 1904	9 %	\$74
Campbell, Moore & Co., Limited	1,200	510	510	none	\$1,097	\$5 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	510	510	none	Nil.	\$1 for 1904	...	\$161 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 8 buyers
China Light and Power Company, Limited	10,000	510	510	none	\$1,210	61 cents for year ended 28.2.06	6 %	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	510	510	\$8,000	\$1,581	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	57 1/2	57 1/2	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	510	510	\$40,000	\$52,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$29 1/2
Hill & Holtz, Limited	21,000	520	520	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.05	11 %	\$22 1/2 ex div